

Daily Eagle

M. M. MURDOCK, J. R. P. MURDOCK,
Editors, Business Mgr.
Publishers and Proprietors.

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WEEKLY EAGLE.
One copy, one year......50

The proprietors reserve the right to reject and discontinue any advertisement contracted for either by themselves or their agents.
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Readers of the Eagle when in New York City or Chicago, can see copies of the paper at the office of our agents at the address given above.

AMUSEMENTS.

Crawford Grand
E. L. Martling, Manager
THURSDAY, FEB. 1st
THE FAVORITE COMEDIAN
Harry Corson Clarke
Presenting Broadway's Hilarious Sufficiency.

What Happened to Jones
One Big Laugh from Start to Finish
An 11 Karat Comedy Without a Flaw.
Sale of seats open at Howe's Jewelry Store, Tuesday. Prices \$5, 10, 15 and \$20.

Crawford Grand
E. L. Martling, Manager.
MONDAY, FEBRUARY 5.
A Sparkling Three-Act Comedy.

The Real Widow Brown
Famous Fun, Splendid Singing, Rich Costumes.
DIRECTION OF A. Q. SCAMMON.

Prices 15c and 25c. Seats on sale at Howe's jewelry store.

The Auditorium,
C. W. Bitting, Manager.
Wichita Lyceum
Oxford Musical Club
Of Boston.
Instrumental and Vocal.
The Great Popular Concert Co.
FRIDAY, FEBRUARY 2.
Single admission, 50c.

YU-NO
Exchange Stables.
Exchange stables at Orlando and Stillwater. Make a specialty of carrying passengers between these points. Also do a general livery business. Traveling men's patronage solicited.
SHIVELY, VAN WYKE & SHIVELY.

To be Given at the Auditorium.
On the evening of February 3, 1901, one of the greatest events of the year. Concert and ball combined, under the auspices of Sanford's Commercial bank. The concert will be rendered by the best talent of the city. This alone will be worth more than twice the admission, which is only 25c for adults, and children 10c. The ball will be 50c extra. Come and help the boys get out of what little debt they have yet to pay and secure for the city the best band in the state, and our evening concert this summer.

Mrs. Winslow's Soothing Syrup
Has been used for over FIFTY YEARS by MILLIONS OF MOTHERS for their CHILDREN WHILE TEETHING, with PERFECT SUCCESS. IT SOOTHES THE CHILD, SOFTENS THE GUMS, ALLAYS ALL PAIN, CURES WIND COLIC and is the best remedy for DIARRHOEA. Sold by druggists in every part of the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup" and take no other kind. Twenty-five cents a bottle.

State of Nebraska Safe in Port.
New York, Jan. 31.—The belated Atlantic steamer *State of Nebraska*, arrived today from Glasgow, after a most tempestuous passage lasting over nineteen days. The ship succeeded in reaching port without the slightest damage to vessel or injury to passengers.

FREQUENT COUGHING
inflames the lungs; Foley's Honey and Tar stops the coughing and heals the lungs. The ordinary cough medicines which are simply expectorants, will not do this, as they keep the lungs irritated in throwing off the phlegm. Hocking Drug Co., Dockum & Higginson and G. Gehring.

HOMESICKERS' EXCURSIONS.
On January 2 and 18, February 8 and 20, March 4 and 20, April 8 and 17, 1901, the Santa Fe Route will sell homesickers' excursion tickets at rate of one fare plus 25c to points in Arkansas, Arizona, Louisiana, New Mexico and Texas. Those contemplating a trip through above named territory will do well to call on some representative of Santa Fe Route. Solid vestibule trains and through Pullman service to all points. L. R. DELANEY, Telephone 125. Agent.

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MACHINERY VS. MEN

Rod Mill Exemplifies the Passing of Hand Labor.

FIFTY MEN NOW PERFORM

In Jones & Laughlin's Mill the Work of 800.

Pittsburg, Pa., Jan. 30.—Labor troubles have been instrumental in fostering labor saving machinery more than any other known agency. In has become such a mania that the inventor who claims he can produce a machine to displace a number of hands is given immediate attention. An instance of how 50 men were superseded by machinery because of a strike is evidenced in Pittsburgh, where Jones & Laughlin recently installed two rod-mills, which, with the aid of 50 men, do the labor formerly accomplished by 800.

In 1897 a strike occurred among the "roughs" at Jones & Laughlin's mills. "Roughs" were employed to take a rough piece of steel and reduce it by rolling it to a suitable size for the finishing mill. The rollers, heaters, and other mill employees did not care to join the strike, but it caused considerable financial loss to the firm, so the decision was arrived at that as soon as practicable the labor saving machinery would be introduced to displace unreliable hand labor. The rod-mill for the manufacture of merchant-bar steel is the first result of the strike of 1897, as machinery of this class cannot be designed and built in a day.

The class of work done on the rod-mill in question was done years ago at a merchant-bar mill, employing scores of men at high salaries, turning out a product of forty or fifty tons a day. To appreciate the revolution in steel-making and to contrast it with the methods of today a brief description of a bar-mill is necessary, leaving out the heating furnace. The rolls of the bar-mill were divided into sets, revolving in cast-iron frames, with indentations cut in the rolls to correspond with the shapes desired. A billet of steel four feet long and four inches square, at white heat, was "telegraphed" from the furnace to the first roughing-roll. This was three rolls high, the lower and center rolls revolving in the same direction and the top roll revolving in the opposite direction, the object being to pass the metal through the lower rolls, reduce it in size as much as possible, when it would be caught by a catcher with a steel bar attached to a chain overhead, who would use the same as a lever to bend the billet, assisted by a "rougher" with a pair of large tongs to guide the piece to the top roll, to be shoved back to the side it came from. Backward and forward it would go until properly reduced, when it was passed to the next rolls, to go through the same handling, until it passed to the finishing mill, which rolled it clean, and passed it to the straighteners, who straightened the serpentine-shaped bars across a straight floor several times, gave them a third roll with their tongs, and laid them aside to cool off, when they were carried to the shears, cut in lengths, weighed, carried to the stock-house, and stored, to be carried out again at some future day to be loaded on cars for shipment.

Thus it required about forty-six men a turn to handle the product of a merchant-bar mill of fifty tons capacity, making from 3 1/2 to 4 round bars on a ten-inch bar-mill, the turn being divided into employees of eight hours each, giving employment to 138 men when the mill was running twenty-four hours a day. The number of men employed varied according to local conditions, but the figures given serve the purpose of illustrating the evolution of labor-saving machinery. To this day, no more, except on the 15c per ton, running a long pair of tongs fastened to overhead chains, which in turn were attached to a wheel gliding along an overhead track or skid between the rolls and the furnace. Occasionally a door in the furnace was opened and the tongs were taken in and a specimen selected from the bunch of blazing rods, to be carried out to be squeezed down to a handy size for the blacksmith, machinist, etc. Machinery does the telegraph work now. Six men to each mill lost their jobs with one swoop. The rollers and catches on each side of the rolls from hot rods, the finishing rolls, about forty-eight in number, have been done away with, leaving human nothing but three passers, whose occupation was to guide the rods, and the shearsmen remain to tell of their "good old days." His nearest neighbor is a boy perched in a crane twenty feet above him, ever and anon to carry ten or twenty tons of bar-iron to some other part of the building or to load it on a freight car.

The accident and death list in one of the old-fashioned mills was worse than a battle field. Stretchers were kept constantly on hand in the stock room. Piles of material would fall on laborers; some poor fellow would be jerked from a hot rod, almost torn to pieces, and arms off. The reason for this was that the men

usually clumsy. They wore thick-soled, hob-nailed shoes, flapping leather aprons, and thick shirt-leathers. This had to be done to protect them from burning. A man might wear a starched shirt and thin-soled patent-leather shoes in a rod-mill of today. As for injuries, they will be rare indeed, because care is taken to protect the workmen, and there are few of them in proportion to those attending the old mills.

In the modern mill referred to six up-right rollers, with a capacity of 2,000 horse-power, furnish the steam. These are operated by mechanical stokers. The coal-bins are overhead, and the coal is unloaded from the cars at a railroad siding at the door, and the only men who handle the coal from the time it is unloaded until it becomes ashes under the boilers are one or two who scrape it out of the corners of the freight-car. From the same railroad siding a forty-ton crane swings over the furnace, and unloads steel billets with one lift, the material where it is needed. The heating furnaces can be charged with billets thirty feet long and from two to four inches square. The size formerly used to be about six feet long and four to six inches thick. The furnaces are heated by producer gas. Slack coal is run from a hopper and is disintegrated by heat, all the smoke, volatile matter, and gas going into the heating furnace to be consumed. This is a solution of the smoke question. The heat thrown off from the furnace is collected by air draughts and forced again into the gas-producer by a blower to make gas, and the hot units are utilized over and over again, nothing going to waste.

The furnaces are charged mechanically. No human hand touches the steel billet. It is grasped in a clutch and carried into the rear of the furnace with a crane, succeeding each other in rapid succession. Inside the furnace a revolving tray keeps shoving the hot billets into position for the gripper at the other end to seize the billet when heated enough to be rolled. Formerly a large door was opened by a lever with a steel weight attached, to which would be attached a human weight. The billets were poked in with tongs and bars, turned over by hand, and rooted around to keep one end from burning while the other was but a cherry red. The opening of this huge door let much of the heat out, and it kept the mill idle a long time waiting until the billets were hot enough to make a run. From morning until night a constant stream of cold steel came in at one end and comes out at the other, the door closing automatically behind each bar as it leaves the furnace.

The billet is fed into the rolls by the same power that drags it from the furnace. After passing through the first rolls the first human aid is used to pass it to the second set of rolls, which, with a pair of tongs, carrying the rod to the next set of rolls. A circular block of iron which looks like an upright carboard board, protects his legs, or the hot piece might snap them off in an instant, as the bar travels at the rate of 150 feet a minute, increasing in speed as it passes through each succeeding set of rolls. This must be done to take up the slack, else, as the metal is thinned down by rolling from 2 inches to 1/4 of an inch, a long string of metal would accumulate at one roll waiting to be taken up by the next. The steel would cool, and before being finished. It takes three "hot rollers" with their tongs to be responsible for the setting of the rolls (a task requiring years of experience), an assistant roller, and two heaters, to operate the new mill against 45 to 50 men in the old mill, one turn.

As the rod, which was a billet, emerges from the last roll, finished, a gripper carries it rapidly to the boiler where it is straightened and then carried on a traveling conveyor 350 feet to the end of the building, where a shear and cutting-table finish the mechanical equipment. A shearer cuts the rod to lengths, passes it back on a conveyor traveling to the storage-house, where the rods are piled automatically. There it remains until a ten-ton traveling overhead crane takes up a load big enough to fill one-third of a freight-car for shipment.

The building in which all this is done is 750 feet long and 400 feet wide, but only 40 feet of this is used for all the machinery, the balance being used for storage-room the largest in the world.

VIN MARIANI

Mariani Wine—World Famous Tonic
Written endorsements from more than 8,000 physicians. Never has anything received such high recognition from the medical profession; therefore Vin Mariani can be taken with perfect safety.
Sold by all druggists. Refuse substitutes.

London, Jan. 30.—"God help the Boers when our fellows get a chance at them," says Sergeant T. Jewiss, in a letter published in the Morning Leader. "They are the most cruel men that you would dream of. They buried some of the Dublin Fusiliers alive, poor devils! because they were wounded, and the Dublin, since they have been reinforced, are like a lot of mad men, thirsting to get at the Boers."

"The other day a troop of cavalry went out reconnoitering and saw three of our troops tied up to three distinct trees, and each of them had about 20 shots in them, which the Boers had made."

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"You can judge what it is like—the worst war I have ever witnessed. It is not only the Boers, but a great many of our own countrymen and deserters out of our own army, German gunners, German, French and Russian officers, who are fighting. We are fighting the whole world."

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"If the General lets the artillery fire those Lyddite shells again it will be over in no time. Lyddite's stuff the Boers can't stick; it kills hundreds every time, and when it explodes makes a hole large enough to drive a wagon team into."

"The other night I made an attack, and as we were marching the Boers had laid a wire along the ground, so that when our troops put their feet upon it, it lit up like a lot of lamps, so that the Boers should know at what distance to fire. Then the lights went out and they peppered into our troops."

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Gunner Hughes, of Pontypool, writes to his father describing the Middelburg battle: "We started fighting at 3 o'clock in the morning, and never stopped until 7 at night. Our guns were red hot. We fired 15 shells. I could hear the bullets flying about my head, and I expected one to hit me every minute. We shall have a very hard time of it before it is over. As we were coming back to camp a shell burst over us and badly wounded one of the officers in the chest, and a piece of the shell struck me on my chest, but did me no harm. There were hundreds of our men killed and wounded. It was something awful. We got very great praise for the way we behaved. I hope I shall come out of every engagement as safely. It is very hot here, and we could not get a drop of water to drink. Some of our officers paid 1/2s for a drink of water."

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TORRES VIGOROUSLY DENIES
That He Has Ordered the Shooting of American Citizens.

Washington, Jan. 31.—United States Ambassador Clayton has informed the department of state that the Mexican government has received a telegram from General Torres, a general in the Mexican army, to the effect that absolutely nothing has occurred that would give rise to the report that six Americans have been shot by his orders. This statement was based on a telegram from the United States Consul Kendrick, at Jaurez, that it was reported that six small Americans, whose names he gave, had been shot by General Torres' order near Guaymas where they had been found in the vicinity of a hostile Yaqui encampment.

ALL THAT WHISKEY WASTED
Twelve Thousand Dollars' Worth Caught in a Railroad Wreck.

Pera, Ind., Jan. 30.—A freight train, loaded with a dead engine ahead of it, was being coaled here today, the throttle worked open and it started forward, pushing the dead engine and running on to the main line. Two miles west of the city the two locomotives, running at a speed of fifty miles an hour, crashed into an eastbound freight. Engineer Beckel and Fireman Brumfield jumped and were seriously injured. The three engines and seven cars were wrecked. Two of the cars were loaded with whiskey. The rolling stock loss is estimated at \$10,000 and the whiskey \$12,000.

ACCIDENT ON THE WHEELING
Due to Bad Cartridges and Not to the Hauling of a Railroad Wreck.

Washington, Jan. 31.—Captain White, the senior naval officer at Cavite, in the absence of Admiral Watson, today reported on the accident on board the *Wheeling*, whereby one sailor was killed and several wounded. Engineer Beckel fired a salute in honor of Emperor William's birthday. His statement that the accident resulted from the explosion of blank cartridges does not throw much light on case, but it has confirmed the opinion of officers in their original contention that the gun did not burst.

Nominated by the President.
Washington, Jan. 31.—The president today sent to the senate the following nominations: Postmaster, Washington, James Lane; Postman, A. J. Munson, Shelton.

ATROCITIES BY BOERS

As Alleged by British Soldiers at the Front.

WOUNDED BURIED ALIVE

British Troops Thirsting for the Day of Vengeance.

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"The other day a troop of cavalry went out reconnoitering and saw three of our troops tied up to three distinct trees, and each of them had about 20 shots in them, which the Boers had made."

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A private of the Coldstream Guards writes from Middelburg: "I am a awful thing to see your poor fellows shot down and moaning on the ground, some with arms off, some with legs off, and bullets through the head and body. We have fought four battles now, and it has been my luck to get through so far. They are very good shots, the Boers, and you have to keep your eyes open, for if one gets his rifle's aim upon you death is sure to be your doom. The first chance you have you must take and down him. My life has been saved scores of times by inches only."

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White Bread
STARVES MANY PEOPLE

The Reasons are Told Below

A piece of bread that is dry, white and very light in weight means that it is thoughtless person like so much foam or other useless and non-nourishing product.

If one rolls a piece of moist, light bread or the interior of a biscuit between the fingers a ball of dough is seen, with an appearance of solidity that makes one question how the gastric juices of the stomach can dissolve such a wad. It is small wonder that such food creates havoc in the way of fermentation and gas, and consequent disorder.

Many dyspeptics will find great help by leaving the ordinary baked articles entirely and using in its place Grape-Nuts. In which the starchy and nitrogenous substances have been thoroughly and perfectly cooked at the factory before being sent out.

There is no possibility of the food assuming the form of dough. On the contrary, the starch is already pre-digested, the starch of the grains has been changed into grape sugar in the process of manufacture and passes quickly and directly into circulation.

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Marred by inkstain, cut, and splinter, Burned in summer, chapped in winter, Schoolboy's hands have much to suffer; Common soaps but make them rougher. Ivory Soap is pure, and hence Leaves such pleasant after-sense That the careless schoolboy, e'en, Takes delight in being clean.

IT FLOATS.

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